中国港湾工程有限责任公司
China Harbour Engineering Company Ltd.
驻巴基斯坦办事处 Office in Pakistan

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Dated: March 21, 2023, CHEC Ref: CHEC-PK-SCB-2023-0321A

To:
The Project Director (Karachi Mobility Project),
Sindh Mass Transit Authority (SMTA),
Transport & Mass Transit Department,
Government of Sindh,
House# D-34, Shahra-e- Ghalib, Block 2,
Clifton Karachi.

Subject: Clarification # 2

Project: Procurement of Package-4 New Jam Sadiq Bridge (Yellow Corridor Segment 3)

Dear Sir,

Reference to the subject mentioned tender, please find attached our 2nd **set of Pre-bid Clarifications**, which requires your kind attention and prompt response.

Your acknowledgement and earliest action in this regard shall be highly appreciated.

Sincerely Yours,

Syed Ali Raza
On behalf of
China Harbour Engineering Company Limited,
Office in Pakistan.

PCMS – KMP
Pl review & response as per Regulation
22/03

OFFICE OF PROJECT DIRECTOR BRTS
COL. LINE SMTA
Dispatch:
Received: 21/3/23

Karachi Mobility Project (Yellow BRT) – PK-SMTA-334960-CW-RFP
Procurement of Package – 4: NEW JAM SADIQ BRIDGE (Yellow Corridor Segment 3)

CHEC PRE-BID CLARIFICATION 2#

Sr.	Reference in tender documents	Description	Clarification From Bidder	Client Response
1	Vol4_YLC-Pkg4_Drawings Drawing no. P21161-4309-04-CD-TR-1103	Bridge axis	Whether the bridge axis can be properly adjusted to make the bridge axis lie on a straight line as much as possible, so as to facilitate design and construction, and effectively ensure driving efficiency and traffic safety.	
2	Vol4_YLC-Pkg4_Drawings Drawing no. P21161-4309-04-CD-TR-1103	Longitudinal slope of the main bridge	The currently designed longitudinal slope of the main bridge is 0%, which is not conducive to longitudinal drainage. The Proposer requested to adjust into a two-way slope with a slope ratio of 0.5%.	
3	Vol4_YLC-Pkg4_Drawings Drawing no. P21161-4309-04-CD-TR-1103	The longitudinal slopes of the bridge approach roads	The longitudinal slopes of the bridge approach roads are 3.993% and -4.004% respectively which is relatively large. The Proposer requested to revise into a gentler longitudinal slope which is conducive to driving safety.	
4	Vol4_YLC-Pkg4_Drawings Drawing no. P21161-4309-04-CD-TR-1103	Bridge drainage SYSTEM	Whether it is necessary to consider the design of centralized drainage and rainwater purification systems for bridges.	
5	Vol4_YLC-Pkg4_Drawings Drawing no. P21161-4309-04-CD-TR-3001	Structural Types of Prefabricated Beams	The tender prefabricated T-beams in the bidding documents are lapped with prefabricated slabs, and then the overall cast-in-place bridge deck. The Proposer requested to treat the flange of the prefabricated beam with cast-in-place wet joints to enhance the lateral connection between the beams and appropriately reduce the dead load of the superstructure.	
6	Vol4_YLC-Pkg4_Drawings Drawing no. P21161-4309-04-CD-BR-1001	Beam spacing	The tender designed widening section of the bridge adopts different numbers of prefabricated girders to achieve the change of the bridge width. The Proposer requested to adjust the width of the bridge deck by adjusting the spacing of the prefabricated girders and the width of the flange plates, so that the edge of the bridge deck is smooth and the landscape looks better.	
7	Vol4_YLC-Pkg4_Drawings Drawing no. P21161-4309-04-CD-BR-2001～2002	Pier setting	The tender designed 4#, 5#, and 25# bridge piers are located within the range of the river embankment. In General, it is not technically not advised to set up bridge piers within a certain range of the river embankment. In this case, the bridge hole span layout needs to be adjusted accordingly.	
8	Vol4_YLC-Pkg4_Drawings Drawing no. P21161-4309-04-CD-BR-2001～2002	Span of the bridge	The Proposer requested to optimize the span of the bridge and adjusted accordingly in combination with factors such as hydrology, geology, and embankments, so as to save engineering investment on the premise of meeting the requirements of various control elements.	

9	Vol4_YLC-Pkg4_Drawing	River navigation	The bridge river channel is wide. Whether navigation requirements need to be considered ? It will affect the span layout of the bridge and the design elevation of the bridge. If the navigation level is high, the span of a single hole may be adjusted to more than 60m.	
10	Vol4_YLC-Pkg4_Drawing	Night scene lighting	According to the usual practice, bridges located in urban areas have higher requirements on the landscape. Night scene lighting shall be considered or not ?	
11	Vol4_YLC-Pkg4_Drawing	Dismantling of the existing Bridge	Are there any special requirements for the Dismantling of the existing bridge, and whether there is a designated storage site for the disposal of the construction waste and how far is it away from the project site? It will be provided by the employer free of cost or ?	
12	Vol4_YLC-Pkg4_Drawing	Construction trestle bridge	Whether there are special requirements for the location of the construction trestle bridge? The construction trestle bridge will have to undertake some of the local traffic or not ?	
13	Volume 5 page 46 of STS Geo-technical investigation report clause 5.4,	frictional resistance+point resistance	please provide the "f " (unit frictional resistance) of each layer of soil stratum and "q" (unit point resistance) of the pile tip Q = Qs + Qp= · fAs + qAp	
14	Volume 5 Geo-technical investigation report	NIL	Please provide the geological longitudinal section map of the bridge.	
15	Vol1_YLC-Pkg4_RFP Procedures, Conntract Conditions & Forms page no137	Table: Summary of Milestones	Time for Completion for each milestone can be adjusted or not ? Some of the milestones are very time tightly, the Proposer requested to adjust the "Time for Completion" for some of the miletone which will not effect the total construction period.	
16	Vol1_YLC-Pkg4_RFP Procedures, Conntract Conditions & Forms page no 38	The deadline for Proposal submission is:Date: May 02, 2023 Time: 1100 Hours Pakistan Standard Time (PST)	To make a competetive proposal and offer, the Proposer requested to extend the deadline for Proposal submission to May 25, 2023.	
17	Vol1_YLC-Pkg4_RFP Procedures, Conntract Conditions & Forms page no 134	The total advance payment: 10 % Percentage of the Accepted Contract Amount payable in the currencies and proportions in which the Accepted Contract Amount is payable.	The Proposer requested to adjust the total advance payment into 15% Percentage of the Accepted Contract Amount payable in the currencies and proportions in which the Accepted Contract Amount is payable.	
18	Vol1_YLC-Pkg4_RFP Procedures, Conntract Conditions & Forms	Table 1 - Qualification Criteria and Requirements	Parent compay (The Proposer) can use the project experience of its Subsidiary for bidding or not ? Or the Subsidiary (The Proposer) can use the project experience of its Parent company for bidding or not ?	
19	Vol1_YLC-Pkg4_RFP Procedures, Conntract Conditions & Forms page no.56 Contractor' s Representative and Key Personnel	Relevant academic qualifications - professional qualification recognized internationally	Professional qualification recognized by Ministry of Housing and urban- Rural dvelopment, The People's Republic of China can be regarded as equal or not, which is of China's most Authoritative Professional Institute.	

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20	Vol1_YLC-Pkg4 Form FIN-3.1 Financial Situation and Performance	Exchange Rate Conversion	Referred to Form FIN-3.1 Financial Situation and Performance, please clarify that the value should be converted from another currency into US dollars, Refrence ITP 38.1 which states that the date for the exchange rate shall be the deadline for submission of Proposals as specified in ITP 23 i.e. 2nd May, before being filled in the form? why there would be only one exchange rate for every financial year, as exchange rates fluctuate every year.	
21	Vol1_YLC-Pkg4 Form EXP-4.2(a) Specific Experience		What ISD No. stands for in the tender document	
22	Vol1_YLC-Pkg4		Price Bid should be handwritten or not?	
23	Vol1_YLC-Pkg4	ITB Document submission	please clarify, Original ITB documents should be stamped and signed then return back to employee at time of submission of bid ?	

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